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## Overlake Neighborhood Plan Update

# Proposed Transportation Actions

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### Freeway Modifications

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Project ID	Name	Description
RED-OV-090	SR 520 Study and Improvements	Work with WSDOT and other stakeholders to study, design and construct improvements and modifications to the SR 520 corridor from I-405 to SR 202. Elements of the project would improve the flow of transit, freight and vehicles and accommodate the addition of light rail transit.

### New Streets

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Project ID	Name	Description
RED-OV-037	NE 28th St, East	Construct new NE 28th Street between 156th Avenue NE and 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-039	150th Ave NE Extension	Extend 150th Avenue NE north from NE 51st Street to connect with Redmond West Campus. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights and storm drainage.
RED-OV-045	NE 28th St, West	Construct new NE 28th Street between new 151st Ave NE and 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.

RED-OV-046	151st Ave NE, North	Construct new 151st Avenue NE between end of existing 151st Ave NE to new NE 28th Street and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. This corridor could also include light rail transit depending on final alignment.
RED-OV-048	NE 23rd St, East	Construct new NE 23rd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-049	NE 23rd St, West	Construct new NE 23rd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized.
RED-OV-079	NE 36th St Bridge Over SR 520	Construct new NE 36th St and bridge over SR 520 with grade separation of the SR 520 Trail in the vicinity of NE 36th St and NE 31st St. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, street lights, storm drainage, right-of-way and easements.
RED-OV-094	151st Ave NE, South	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. This corridor could also include light rail transit depending on final alignment.

## Nonmotorized

Project ID	Name	Description
RED-OV-016	NE 40th St Bike Lanes, East Section	Provide bicycle lanes/multi-use trail on NE 40th Street from 156th Avenue NE to West Lake Sammamish Pkwy. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-feet) multi-use trail on one side to accommodate both pedestrians and bicyclists. In addition, provide a bicycle connection with the existing bicycle lane on NE 40th Street east of 172nd Avenue NE.

RED-OV-017	NE 40th St Bike Lanes, West Section	Provide bicycle lanes/multi-use trail on NE 40th Street from 148th Avenue NE to 156th Avenue NE. Work with Microsoft to design NE 40th Street as a gateway with multi-modal design features. This should include bicycle lanes on both sides of the street and/or wide (12-foot) multi-use trail on one side to accommodate both pedestrians and bicyclists.
RED-OV-018	NE 51st St Bike Lanes	Provide bicycle lanes on NE 51st Street in both directions from 148th Avenue NE to 154th Avenue NE. Install additional bike signage and pavement markings in existing bike lane between 154th Avenue NE and W Lake Sammamish Parkway.
RED-OV-019	150th Ave NE Bike Lanes	Provide bicycle lanes on 150th Avenue NE from NE 51st Street to NE 36th Street in both directions, and NE 36th Street from 148th Street to NE 31st Street, including the proposed bridge over SR 520.
RED-OV-020	NE 31st St Bike Lanes	Provide bicycle lanes along NE 31st Street from the new SR 520 overpass to 156th Avenue NE. Work with Microsoft to provide nonmotorized access and wayfinding from 156th Avenue NE to the NE 30th Street/Bel-Red Road intersection. Access could be provided using an off-street multi-use trail or sidewalks and bicycle lanes.
RED-OV-021	Bel Red Rd Bike Lanes	Extend the existing southbound bicycle lane on Bel-Red Road north to W Lake Sammamish Parkway. Provide a northbound bicycle lane on Bel-Red Road from NE 30th Street to W Lake Sammamish Parkway. Bellevue has identified adding northbound bicycle lanes on Bel-Red Road from 156th Avenue NE to NE 30th Street.
RED-OV-022	156th Ave NE Multi-use Trail, Middle Section	Provide a wide (12-foot) multi-use trail on the east side of 156th Avenue NE from NE 31st St to NE 40th St. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.
RED-OV-023	156th Ave NE Multi-use Trail, North & South Section	Provide a wide (12-foot) multi-use trail on the east side of 156th Avenue NE from Bel-Red Road to NE 31st Street and from NE 40th Street to NE 51st Street. This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.
RED-OV-024	148th Ave NE Multi-use Trail	Provide a wide (12-foot) multi-use trail on the east side of 148th Avenue NE from NE 36th Street to Bridal Crest Trail (NE 60th St). This trail can expand upon the existing sidewalk to accommodate both pedestrians and bicyclists.

RED-OV-025	W Lake Sammamish Pkwy Nonmotorized Signage	Provide interim nonmotorized facilities by striping the west side of West Lake Sammamish Parkway between NE 51st Street and Bel-Red Road to include a bicycle lane and pedestrian path. Provide additional signage and street pavement markings for bicycles on the east side of the street.
RED-OV-026	SR 520 Trail Grade Separation at NE 40th St	Grade separate SR 520 Trail at NE 40th Street.
RED-OV-027	SR 520 Trail Grade Separation at NE 51st St	Grade separate SR 520 Trail at NE 51st Street.
RED-OV-028	150th Ave NE Sidewalk	Provide missing sidewalk sections along 150th Ave NE between NE 40th St and NE 51st St.
RED-OV-029	148th Ave NE Grade Separation Pedestrian Overpass	Provide a grade-separated pedestrian overpass that crosses 148th Avenue NE in the vicinity of NE 22nd Street.
RED-OV-030	148th Ave NE Multi-use Trail at SR 520	Provide 5' planter and 12' sidewalk on the east side of 148th Avenue NE from NE 26th Street to SR 520 Trail at NE 29th Street (SR 520 overpass) where sidewalks are not provided.
RED-OV-032	NE 40th St Transit Center SR 520 Pedestrian Crossing	Provide a new direct pedestrian connection over SR 520 between the Overlake Transit Center and the Microsoft west campus (near NE 38th Street alignment).
RED-OV-034a	Signalized Mid-Block Crossing	Provide a signalized mid-block crossing on 156th Avenue NE between NE 36th Street and NE 31st Street
RED-OV-034b	Signalized Mid-Block Crossing	Provide a signalized mid-block crossing on 156th Avenue NE between NE 45th Street and NE 51st Street, near the existing apartment driveway.
RED-OV-035a	Mid-Block Crossings	Provide a mid-block crossing with in-pavement lighting on 152nd Avenue NE between NE 20th Street and NE 24th Street
RED-OV-035b	Mid-Block Crossings	Provide a mid-block crossing with in-pavement lighting on 152nd Avenue NE between NE 24th Street and NE 31st Street
RED-OV-035c	Mid-Block Crossings	Provide a mid-block crossing with in-pavement lighting on 150th Avenue NE between NE 40th Street and NE 51st Street

RED-OV-068	NE 26th St Multi-Use Urban Pathway	Construct nonmotorized path from 148th Ave NE to 156th Ave NE. Improvements would include a 12' wide paved path in a 28' wide corridor that included paved plazas, landscaping and pedestrian lighting. Pathway could be constructed parallel to transportation facilities, such as light rail transit under some alternatives which would reduce the need for additional corridor width beyond the 12' wide trail.
RED-OV-081	NE 51st St Bike Lane Improvements	Install additional bike signage and install standard bike lane in the westbound (uphill) direction and implement a shared lane in the eastbound (downhill direction) from 156th Ave NE to W Lake Sammamish Pkwy.
RED-OV-083	SR 520 Trail Crossing Improvements at NE 40th St and NE 51st St	Additional signage, pavement markings and other treatments to improve pedestrian and bicycle crossings using at-grade crossing.
RED-OV-084	NE 40th St SR 520 Overpass Pedestrian Improvements	Work with WSDOT to improve pedestrian crossings over SR 520 at NE 40th St.
RED-OV-095	NE 55th St Multi-Use Urban Pathway	Construct nonmotorized path from 148th Ave NE to the SR 520 Trail. Improvements would include a 12' wide paved path in a 28' wide corridor that included paved plazas, landscaping and pedestrian lighting. Pathway could be constructed parallel to other transportation facilities.
RED-OV-097	SR 520 Trail Grade Separation at NE 148th Ave NE	Grade separate SR 520 Trail at 148th Ave NE.

## Parking

Project ID	Name	Description
RED-OV-055	Residential Parking Program	Establish residential parking permit program in residential areas adjacent to employment and commercial areas in conjunction with implementation of efforts to limit the parking supply or charge for parking.
RED-OV-056	Parking Standards by Use	Add further definition to existing system of defining parking standards by use.
RED-OV-057	Eliminate minimum parking standards	Work with developers to eliminate minimum parking standards while better accommodating access for delivery and moving trucks.

RED-OV-058	Eliminate Allowances above 3 spaces per 1,000 SF	Maintain 3 spaces per 1,000 SF office space maximum. Eliminate allowance for 3.5 spaces per 1,000 SF.
RED-OV-059	Develop Parking Standards that Relate to Transit Availability	Reduce parking standards for developments near transit facilities such as the park and ride lot and transit center. Reduce parking standards further as transit service improves.
RED-OV-060	Mixed Use Parking Credit	Develop parking credits for mixed use developments.
RED-OV-061	Paid Parking	Provide parking specific incentives to reduce parking demand.
RED-OV-062	Parking Time Limits	On-street parking in commercial zoned areas would be designated for commercial use with time limits during business hours.
RED-OV-063	Separate Parking and Office Space Costs	Require commercial lease to separate out parking costs from office rental space costs.
RED-OV-070	On-Street Paid Parking	Reduce parking subsidies and better manage on-street parking supply by implementing paid parking for on-street parking spaces.
RED-OV-091	Parking Development and Management Plan	Create and implement a parking development and management program for Overlake that: minimizes on-site surface parking; encourages shared, clustered parking to reduce the total number of stalls needed, and to increase the economic and aesthetic potential of the area; encourages structured parking; and maximizes on-street parking, particularly for use by those shopping or visiting Overlake.

## Street Classification

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Project ID	Name	Description
RED-OV-036b	Street Classification Revision	NE 24th Street from 148th Avenue NE to Bel-Red Road: Principal Arterial to Minor Arterial
RED-OV-036c	Street Classification Revision	Bel-Red Road from NE 20th Street to West Lake Sammamish Parkway: Minor Arterial to Principal Arterial

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## Street Modifications

Project ID	Name	Description
BROTS-11.1	W Lake Sammamish Pkwy and NE 51st St	Add second SB lane to south leg of intersection, which results in revised channelization on the north leg SB of a thru and shared right-thru.
BROTS-22.3	156th Ave NE and Bel-Red Rd	Construct a southbound right-turn lane.
BROTS-31.0	Bel-Red Rd and W Lake Sammamish Pkwy	Construct an additional SB LTL.
BROTS-4.1	159th Ave NE and NE 40th St	Construct an additional NB LTL.
BROTS-79.0	148th Ave NE and NE 36th St	Provide dual SB LTLs and widen the WB approach to accommodate a left, shared left-thru, and right turn lanes.
BROTS-8.1	150th Ave NE and NE 40th St	Construct a NB RTL and combined two 150th Ave NE intersections at west intersection.
BROTS-85.0	150th Ave NE and NE 51st St	Add north leg to intersection and signalize intersection.
RED-OV-040	W Lake Sammamish Pkwy Widening	Widen West Lake Samm Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and extending the multi-use path on the east side of West Lake Sammamish Parkway.
RED-OV-041	148th Ave NE and NE 24th St Intersection	Add left turn lanes to make dual left turn lanes on the eastbound and westbound approaches on NE 24th Street at 148th Avenue NE.
RED-OV-065	152nd Ave NE Multimodal Corridor	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 31st Street to create a lively and active signature street through the Overlake Village. Improvements include 1 through lane in each direction, accommodations for bus-based transit connections to LRT, left turn lanes, planted medians, bike lanes, parking, pedestrian supportive sidewalks, street lights, pedestrian amenities, storm drainage, right-of-way and easements. This corridor could also include light rail transit depending on final alignment.
RED-OV-074	148th Ave NE and Old Redmond Rd	Lengthen northbound left-turn lane on 148th Ave NE.

RED-OV-075	NE 24th St Access Management	Implement more stringent access management along NE 24th St from 148th Ave NE to Bel-Red Rd to improve efficiency and safety in the corridor.
RED-OV-076	156th Ave NE and NE 31st St	Construct an additional WB LTL.
RED-OV-077	156th Ave NE and NE 36th St	Construct an additional SB LTL.
RED-OV-078	Bel-Red Rd and NE 30th St	Construct new right-in/right-out access to Microsoft Campus.
RED-OV-080	152nd Ave NE Rechannelization	Reconfigure 152nd Ave NE from NE 20th St to NE 31st St to 1 through lane in each direction, center left turn lane, bike lanes and minor improvements to pedestrian amenities.
RED-OV-082	148th Ave NE Access Management	Implement more stringent access management along 148th Ave NE from NE 20th St to NE 36th St to improve efficiency and safety in the corridor.
RED-OV-086	Redmond Way and 148th Ave NE	Widen intersection to separate the northbound share through and left turn lane to have dual left turn lanes and two through lanes to improve traffic flow.
RED-OV-087	Bel-Red Rd Widening	Widen Bel-Red Rd from W Lake Sammamish Pkwy to NE 40th St. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights and storm drainage.
RED-OV-088	Bel-Red Rd and 148th Ave NE	Work with the City of Bellevue to add additional capacity at this intersection. This would be accomplished by adding an eastbound and westbound left turn lane resulting dual left turn lanes.
RED-OV-092	Redmond Way and 148th Ave NE	Modify channelization at intersection so signal operation can be altered to run the eastbound and westbound left turn movements concurrently.



## Transit/HOV

Project ID	Name	Description
RED-OV-001	Redmond to Bellevue Arterial Bus Rapid Transit	Work with Metro to provide arterial bus rapid transit (BRT) from downtown Redmond to downtown Bellevue. The preferred route of this BRT line in the Overlake Neighborhood is: 148th Avenue NE, NE 40th Street, 156th Avenue NE, NE 31st St, 152nd Ave NE and NE 24th or 20th St. This route would have service frequencies of 10 minutes all day and include supporting improvements along the route, such as unique shelters, displays identifying when the next bus would arrive and pay before you board type of system. Final routing is still under development.
RED-OV-002	Overlake to Eastgate Arterial Bus Rapid Transit	Work with King County Metro or Sound Transit and Bellevue to provide a north-south arterial bus rapid transit line that connects the NE 40th St Transit Center and Eastgate Park and Ride Lot. This route would have service frequencies of 10 minutes all day and include supporting improvements along the route.
RED-OV-004	Lynnwood/Canyon Park Peak Period Commuter Bus	Work with Sound Transit to provide peak period express services between NE 40th Street Transit Center and Lynnwood/Canyon Park park and ride lots.
RED-OV-005	Issaquah/Sammamish Peak Period Commuter Bus	Work with Sound Transit and King County Metro to provide peak period express services between NE 40th Street Transit Center and Issaquah, Issaquah Highlands and Sammamish park and ride lots.
RED-OV-008a	148th Avenue NE and NE 40th Street	Widen intersection to add northbound transit queue bypass lane.
RED-OV-008c	148th Avenue NE and Old Redmond Road	Widen intersection to add southbound transit queue bypass lane.
RED-OV-008g	156th Avenue NE and NE 36th Street	Widen intersection to add northbound transit queue bypass lane.
RED-OV-008h	156th Avenue NE and NE 31st Street	Widen intersection to add northbound transit queue bypass lane.

RED-OV-009	Seattle to Downtown Redmond Light Rail Transit (LRT) Corridor	Work with Sound Transit and Eastside cities to provide light rail transit across Lake Washington from downtown Seattle to downtown Bellevue, and from downtown Bellevue to downtown Redmond through the Overlake area. Alternatives to be evaluated in the Overlake Village include the 152nd Ave NE corridor, NE 20th St, NE 24th St, or a new corridor at roughly NE 26th St (behind Safeway). The route then would continue north along the eastside of SR 520. Light rail service would be throughout the day with frequencies shorter than 10 minutes.
RED-OV-011	NE 40th Street LRT Station	Provide a light rail station in the vicinity of the NE 40th Street Transit Center southwest of the NE 40th Street and 156th Ave NE intersection. Station would be easily accessible and a hub of activity. It would include plazas, multimodal connections, community art, and incorporate Crime Prevention through Environmental Design and Americans with Disability Act principles.
RED-OV-071	NE 40th St and SR 520 Interchange HOV Direct Access Ramps	With the eventual construction of the replacement SR 520 floating bridge the HOV lanes will be moved to the inside along all of SR 520. In order for transit to take full advantage of the HOV lanes construct HOV direct access ramps from the center HOV lanes to NE 40th St and provide transit stops on the ramps with improved nonmotorized access to the NE 40th St Transit Center.
RED-OV-085	North Seattle Peak Period Commuter Bus	Work with Sound Transit and King County Metro to provide improved peak period express services between NE 40th St Transit Center and North Seattle.
RED-OV-089	Transit Signal Priority	148th Ave NE at Redmond Way, Old Redmond Rd, NE 51st St and NE 40th St; 156th Ave NE at NE 40th St, NE 36th St and NE 31st St; and 152nd Ave NE at NE 24th St and NE 20th St.
RED-OV-093	Overlake Village LRT Station	Provide a light rail station in the vicinity of just north NE 24th Street on 152nd Avenue NE. Station would be at-grade, easily accessible and a hub of activity. It would include a pleasant waiting environment, multimodal connections, community art, and incorporate Crime Prevention through Environmental Design and Americans with Disability Act principles.

## Transportation Demand Management

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Project ID	Name	Description
RED-OV-051	40% Non-SOV Goal	Establish a non-SOV mode share goal of 40 percent for 2030 peak period work trips for employees having jobs located in the Overlake Neighborhood.
RED-OV-052	Expanded TDM	Expand the TDM program to achieve the TDM policy adopted in the Redmond Comprehensive Plan (TR -37).
RED-OV-053	Enhanced TDM Plan	Adopt the enhanced TDM plan for the Overlake Neighborhood that is consistent with a new regional Commute Trip Reduction (CTR) plan.
RED-OV-054	Establish Overlake GTEC	Work with the regional CTR Board to designate the Overlake Urban Center as a Growth and Transportation Efficiency Center (GTEC) and seek a certification from a regional planning agency.
RED-OV-067	Adopt New CTR Ordinance	Adopt a new CTR ordinance that will reflect the TDM actions in the Overlake Neighborhood Plan and implement actions by aggressively seeking funding for programs.